

## Coal Shortage Is Admitted In Washington

**Demands Exceeding Limit of Production, Says Geological Survey**

**Pennsylvania R. R. Gets Priority Order**

**Government, Business and Domestic Users To Be Considered Next**

WASHINGTON, Oct. 11.—Existence of a general coal shortage was admitted to-day by the Geological Survey. The situation is attributed to the failure of producers to do their best but to the unprecedented demand.

"The tremendous increase in manufacturing and transportation activity this year," said a statement issued, "has caused a demand for soft coal in excess of any in the past, an increase in demand that is difficult to measure in terms of tons, but that is certainly more than 10 per cent by which production has increased. To meet this demand the operators have been mining coal at a rate never before equalled."

"The shortage is not due to the failure of the soft coal mines to produce more coal than in the past, for the country on September 1 was about a month ahead of last year in output and

is expected to finish the year with an increase of 10 per cent over 1916, the banner year.

"In the second week of July, 1917, the average daily production was more than 1,900,000 tons, the highest point yet attained. In the middle of August the lowest rate for the summer, 1,638,880 tons, was recorded, and in the last of September the daily rate was 1,823,000 tons."

Pennsylvania R. R. Gets Priority Order

Fuel priority was granted to the Pennsylvania Railroad to-day in the first of a series of coal priority rulings to be issued by the Fuel Administration. The order points out that the road serves about 700 mines and must, therefore, be adequately supplied.

Commercial coal will be distributed by a second series of priority rulings giving preference in order to the government, domestic users, public utilities and all commercial organizations using coal.

"All producers of bituminous coal along the Pennsylvania lines will contribute to the fuel needed for the operation," says the Fuel Administration. Operators who have already agreed to supply the road with the correct percentage will be deemed their contracts and remain unaffected by the new order.

**Railroads Come First**

"It is deemed particularly essential that coal needed by the United States government be not interfered with. The Fuel Administration may make a special priority order in special cases, and intends to care fully for domestic users. Munitions plants and firms manufacturing necessary articles of life would come into the priority order class."

A further increase of the government's coal schedule prior to the mines was announced to-day by the Fuel Administration, covering certain parts of the Kentucky, Tennessee and Virginia coal fields. Peculiar conditions in these fields have made modification of the original government price schedule necessary.

**2,065 More of City's Selected Men Start for Camp Upton To-day**

The rear guard of the fourth contingent of this city's drafted men will proceed to the battle front via Camp Upton at Yaphank, Long Island, to-day. When the final 2,065 men of this week's contribution to the National Army arrives at the cantonment this afternoon, 70 per cent of New York quota for the first draft will be eating army food.

After to-day's mobilization only 80 per cent, some 11,000 men, of whom one-third are negroes, will remain in the city to await orders. At the office of Roger B. Wood, director of the draft in this city, it was said last night that no specific orders regarding the time being received yet. The negroes, it is understood, will form a separate unit.

The 2,138 selected men who left yesterday got away without any delay. Mr. Wood announced last night that the number of delinquents in the party was considerably smaller than in previous contingents.

The case of Joseph Giacalone, a drafted man of Local Board 38, Brooklyn, who was on the list to entrain yesterday, attracted much attention. The chairman of the board received a letter saying that Giacalone had gone to Camp Upton with the men who left on September 29, and that he was still there.

It became known last night that the local draft officials hope to be finished with the first quota by October 20. At any rate the 1,000 persons connected with the administration of the conscription law in this city will celebrate the successful completion of the first draft at a banquet at the Waldorf-Astoria on that night. Former Justice Hughes, chairman of the District Board, will act as toastmaster, and Secretary of War Baker, Brigadier General Enoch H. Crowder, provost marshal; Roscoe S. Conklin, major judge advocate and former director of the city's draft, are expected to come from Washington to attend the function.

Governor Whitman and Mayor Mitchell have been invited, and Adjutant General Charles H. Sherrill, former Adjutant General Louis W. Stotesbury and Roger B. Wood will be at the table of the guests of honor. All the other guests will be members of the District Board and of the 189 local boards, and the examining physicians and chief clerks. John H. Hallock, of Local Board 62, is chairman of the committee of arrangements.

**Miss Charlotte Chalmers Bride of Truman P. Handy**

The marriage of Miss Charlotte Chalmers to Truman P. Handy, son of Mr. and Mrs. Parker Handy, of 60 West Eighty-seventh Street, took place yesterday in the Church of the Holy Trinity, of which her father, the Rev. James V. Chalmers, is rector.

Mrs. E. Mortimer Barnes was matron of honor. Lieutenant Cortland E. Handy was best man and the ushers were Donald H. Cowie, Charles D. Orth, Jr., David B. Buffum, Lieutenant Herbert G. Lord, Jr., all of this city, and Ralph H. Binnis, Jr., and William Barnett Wolfe, of Pittsburgh.

## U. S. Is Planning To Draft Labor For War Work

**Construction Held Up by Dearth of Skilled and Unskilled Help**

**Army Causes Shortage**

**Industrial Expansion Also Contributes to the Scarcity**

**WASHINGTON, Oct. 11.—**Conscription of millions of skilled and unskilled workmen to man the airplane and munition factories, steel mills, navy yards, merchant shipyards, mines and other plants turning out the implements and supplies of war is being seriously considered by the Administration.

The United States has been in the war six months, yet construction of ships, airplanes, army and navy ordnance, and the production of ammunition, clothing and other equipment are lagging, because of the shortage of labor, according to Administration officials.

The shortage of labor is attributed by the Administration to the industrial expansion and to the withdrawal from their occupations of approximately 1,500,000 men who have joined the regular army, the navy, national guard and been drafted to the national army.

**First Move to Mobilize Labor**

Although the Administration was urged upon the outbreak of the war to mobilize labor available for work in the multitude of war plants, practically nothing has been done. The only move of the kind was disclosed to-day in the following official statement:

"The Department of Labor announces that, through the United States Public Service Survey, from the information at hand in Washington, of the requirements for additional men likely to be needed in the near future by various branches of the government and concerns holding important war contracts. The officers of the reserve in charge of the work expect to date, so that at all times an intelligent estimate can be made of what requirements are in sight."

"At present there is no department or place where any comprehensive information is at hand as to what men are going to be needed in various civilian activities directly connected with the war."

"The securing of this data is an essential preliminary to any intelligent effort to deal with the scarcity of skilled labor, which it is expected will shortly become acute here, as it has in other countries engaged in the war."

Administration officials admit that if they fail in the next two months to obtain a sufficient supply of labor it will be necessary to adopt conscription.

Thousands of women are to be employed in aircraft factories. Assistant Secretary of the Navy Roosevelt says the Navy Department has given serious consideration to the question of employing women in government navy yards in every capacity where their services can be used. The two big naval clothing factories are now virtually run by women.

**"Headquarters in My Hat"**

**Declares Colonel House**

WASHINGTON, Oct. 11.—"My headquarters are in my hat," was the declaration made to-day by Colonel E. M. House, personal friend and adviser of President Wilson, who is a guest at the White House.

Colonel House made this remark in response to an inquiry as to whether he intended to establish a bureau in New York or elsewhere and employ a large staff to assist him in collecting data and material to be used in eventual peace negotiations between the warring nations.

The President and Colonel House spent most of to-day in a discussion of the work to be performed by the latter, but no announcement of his character was forthcoming.

**Register To-day**

Those who intend to vote must register. If they do not register they lose their vote. Registration places are open to-day from 9:30 p. m. until 10:30 p. m.

## Entente Is Looking Anxiously To U. S. for More Tonnage

**Allies Not Deceived by Decline of U-Boat Damage, for Shipping Is Seen To Be Rapidly Diminishing—Say America Must Redouble Efforts**

**By Arthur S. Draper**

LONDON, Oct. 11.—"We view the shipping situation of this country with growing apprehension in consequence of reports which have reached us during the last few weeks," reads the opening sentence of a "Telegraph" editorial to-day headed "The Shipping Crisis."

Satisfaction over the gradual decline in sinkings due to submarines and frequent government assurances that England cannot be starved have given people a feeling of security which is certainly not justified by hard facts.

In 1915 America did not build 200,000 tons. Experts say that she must now produce twenty or thirty times more in order to solve the shipping problem. They say that this amount is necessary, even if there is no increase in sinkings. Says "The Telegraph":

"We shall commit a serious error if we assume that any deficiency in our own output in the next six months arising from misdirected policy or want of labor will be made up by the efforts of Americans. Nor can we forget that the more deeply the United States is committed to cooperation on the Continent the greater will be her requirements for the transport of men, munitions and stores. The sea line of our troops in France is about thirty miles long. That of the American army will be a hundred times longer, and consequently for every unit of military strength a greatly increased amount of tonnage will be required. No! We must not look to the United States to save us in this respect from the fruits of our own lack of adequate effort or mistaken policy."

The editorial is committed to a tremendous undertaking in Europe, and upon her devolves the great responsibility. This responsibility will not end with the war, but will continue during the reconstruction period, when all Europe will be struggling under a breaking economic burden.

While the enemy has no shipping problem, it is really the most serious question confronting the Allies. Every day of the war adds to its gravity, not only because of the deprivations of the enemy's submarines and mines, but also because war engulfs man power and material in an ever increasing ratio.

If the world's shipping were as large to-day as it was a year ago, which is not by approximately 6,000,000 tons, even allowing for new tonnage, the problem is still infinitely greater. Within a year tremendous strides have been made in the production of guns and ammunition, requiring immeasurable larger imports of materials. Hundreds of thousands of men have been

**Four Swedish Steamers Requisitioned by British**

LONDON, Oct. 11.—The British government has requisitioned the Swedish steamers *Sphynx* (1,572 tons), *Bellgrove* (1,284 tons), *Cremora* (1,225 tons) and *Phyllis* (1,481 tons). These steamers, now in British ports, although flying the Swedish flag, are mainly British-owned and manned. This action has been taken in order to protect the British capital invested in the ships, as the German prize court has decided that notwithstanding a neutral flag they will treat such vessels as British. The steamers henceforth will fly the British flag and be armed for defence. Their owners will be compensated by the government.

**U. S. Not to Take Trawlers**

BOSTON, Oct. 11.—A decision of the Navy Department not to commandeer steam trawlers, unless in emergency, was announced in a report to-day by Henry B. Endicott, State Food Administrator, by James B. Phelan, chairman of a sub-committee of the Public Safety Committee. Mr. Phelan thinks that the four trawlers now chartered by the government will be returned to the fishing fleet in the spring.

**3 Shot by Bandits In Jersey Hold-Ups**

**Cafe Proprietor Probably Fatally Wounded; Express Office Robbed**

Twice within twenty hours yesterday bandits entered business places in Jersey and New Jersey communities and helped themselves to money at pistols' points. In the second hold-up, which occurred about half past 9 in the evening, resistance was offered, and one victim probably was fatally shot and another wounded. In an early morning raid on the Adams Express office in Hoboken a clerk was slightly wounded. Valentine D'Alessandro and his son-in-law, Joseph Langano, were discussing the express company robbery in their cafe, at 761 Jersey Avenue, West New York, about 9:30 p. m.

A chugging automobile came to a stop outside. Three men entered and as they flung open the door Langano noticed that they had a machine gun running. One of the three called for drinks and threw a dollar bill on the bar. The old man turned to his cash drawer for change.

"Hands up!" came the crisp order from the other side of the bar and D'Alessandro looked into a pistol as he turned.

As the stranger reached for the cash drawer he dived and the struggle kindled the bar and he grappled him with the knees. Langano leaped at the man with the pistol.

All three robbers now had the gun going, and the struggle kindled the bar and he grappled him with the knees. Langano leaped at the man with the pistol.

D'Alessandro was taken to the North Hudson Hospital, as was his son-in-law. There is little hope of his recovery.

The Hoboken police have arrested four men who are believed to know something of the robbery of the Adams Express office at the Hoboken express freight yards early yesterday morning, in which about \$1,500 was stolen.

All four are charged with disorderly conduct. They are Joseph Goode, 452 First Street; Michael Gleason, formerly an employee of Adams Express Company, 78 Monroe Street; Matthew Dwyer, 205 Park Avenue; and Edward Holloway, 508 Ferry Street.

**British Rescind Ban On U. S. Farm Loans**

WASHINGTON, Oct. 11.—Great Britain will rescind instructions issued last January to British mortgage companies in this country not to finance foreign American farms, and to place the money at the disposal of the British authorities for war purposes.

Approximately \$100,000,000 in British capital has been invested in agriculture in the South and the Middle West, and had the companies called the loans it was feared many farmers would have been ruined.

As a result of conferences between Secretary McAdams and representatives of the British Treasury, the latter will withdraw its circular of January 11, 1917, which instructed the British mortgage companies to reduce the aggregate of their loans on farm lands in the United States by refusing extensions of loans at reduced rates of interest.

The Federal farm loan system is abundantly able to take care of all mortgages that come within the terms of the act. The law limits loans to farmers who are actually engaged in the cultivation of their land, and fixes \$10,000 as the maximum loan to each individual. In cases where the borrower does not come within the terms of the act he may negotiate to borrow from American companies or to renew his mortgage with the British companies.

## Railroads to Put New Wage Demand Up to Government

**Managers Hold That U. S. Should Deal With Four Brotherhoods**

**Raise Asked January 1**

**Treimnen's Call for Increase Will Be Presented Formally on December 1**

Demands of the passenger trainmen for higher pay, announced in The Tribune yesterday, will be put up to the government. The railroad managers take the position that the roads are engaged in national work and that the government should deal with the demands of the "Big Four" brotherhoods.

Officially no action has been taken by the railroad executives and none will be until the demands of the men are formally presented. An official of one of the roads in the Eastern territory said yesterday that these demands, to be formulated at a conference in Ottawaw next Tuesday, would be presented December 1.

The demands, according to the information in possession of the railroad executives, will not be confined to the roads in Eastern territory. They will cover passenger service throughout the country. The plan to bring the proposition before the Ottawa conference is part of the general scheme worked out by the brotherhood leaders.

**Want Increase January 1**

William G. Lee, chief of the Brotherhood of Railway Trainmen, denied yesterday that any formal notice of demands had been served upon the railroad managers, and insisted that he did not know what would be done at the Ottawa meeting.

"I cannot say what the general chairman of the conductors and trainmen may vote to do at the Ottawa meeting," he said.

The demands to be presented December 1, according to the notice received by the managers, will call for an increase effective January 1. If the usual course is followed, the demands will be refused, and then will be referred to the men for action. Usually a vote to strike follows, after which negotiations for settlement are begun.

The roads probably will seek to delay proceedings until the commission appointed by President Wilson to note the effect of the Adamsen act has had an opportunity to report. The contract under which the Adamsen law is put into effect have not all been worked out, and it will be some time before the commission will be able to report.

It developed yesterday that demands for conference looking to an upward revision of passenger wage scales already has been made on one of the roads—the Michigan Central. It has until Saturday to answer. Notice of conference also has been served on the Canadian Commissioner of Labor, because the road operates a small mileage in Ontario.

**1916 Wage Scale Shown**

Michigan Central officials have no idea, it was said, that there will be trouble or that the demand for higher wages will be pressed until notice is served by the brotherhoods on all the roads.

The following table shows the wages of passenger trainmen during the fiscal year 1916:

Class	Number	Total Wages	Average Wages
Engines	13,131	\$28,907,417.40	\$2,201.32
Conductors	10,555	19,682,392.40	1,864.74
Firemen	12,194	16,813,637.84	1,379.94
Baggage-men	5,522	6,009,310.59	1,088.87
Brake and flag men	14,735	10,227,141.25	1,019.94

**Arizona Copper Men Agree to Mediation**

WASHINGTON, Oct. 11.—The striking Arizona copper miners have agreed to place their grievances in the hands of the commission appointed by President Wilson to investigate labor conditions in the West and will return to work, according to a telegram received here to-day from the commission. The strikers have unconditionally agreed to abide by the commission's decision and not to strike again during the war, the telegram states.

The commission is now hearing the side of the operators, and later will formulate a plan of settlement with the cooperation of both parties in the dispute.

"The strikers expressly stated," says the telegram, "that they were eager to do away with any delay which would hold up the normal production of copper for the use of the nation."

## Wakelin Held Guilty Of Killing His Child

**Father Convicted of Man-slaughter, While Mother of Girl Is Acquitted**

CAMBRIDGE, Oct. 11.—Joseph Wakelin of Melrose, was found guilty to-night of manslaughter in connection with the death of his daughter Loretta, seven years of age.

His wife Sarah, on trial with him on the same charge, was acquitted to-day by a jury of nearly eight hours.

Mrs. Wakelin, who has been out on bail, wept as she heard the verdict, but her husband received it with calmness. Sentence will be pronounced Tuesday. The maximum penalty for manslaughter in this state is twenty years' imprisonment.

Wakelin and his wife were originally indicted for murder, but when they were placed on trial District Attorney Nathan W. Tufts had the charge changed to manslaughter. The state contended that when Loretta, "Tootsie," as she was called, was sent home from school on the morning of June 1, 1916, for a book she had forgotten, she objected to returning to school, and that in a fit of anger Wakelin seized her more forcibly than he intended and choked her to death. Then, in order to divert suspicion, according to the state's allegation, he mutilated the child's body and concealed it in the woods near his home to make it appear that his daughter had been the victim of a degenerate.

**2 Policemen Held in Bail**

**Surrendered on Extortion Charge of Furniture Mover**

Sergeant Charles Rafsky and Patrolman J. J. Thorpe, indicted on Wednesday by the Bronx County Grand Jury on charges of extortion, were surrendering yesterday to Captain Edward C. Barnett, of the Wakefield station, and held by County Judge Gibbs in \$1,500 bail for pleading Monday.

The two officers were indicted on the complaint of Abraham Platsky, a furniture mover of Bridgeport, Conn., who alleges that Thorpe stopped him on the Boston Post Road on August 12 and threatened him with a summons because his furniture truck had no rear license plate. Rafsky, the man says, was with Thorpe, and said that Platsky would have to pay \$50 if he went to court.

Rafsky, Platsky said in his complaint to Commissioner Woods, left, and Thorpe suggested that he would settle for \$10 cash. He received a bill and allowed the furniture truck to proceed, according to its owner. A little way up the road, Rafsky, the complaint alleges, stopped Platsky and asked him how he had been treated. He said, according to Platsky, that Thorpe was a "good fellow."

A little later Thorpe, the complaint says, overtook the van and demanded the rest of the money, insisting that Platsky had given him only the first \$10 bill. The furniture mover says he made up the deficit and was allowed to proceed.

**Justice John Henry Hardy**

ARLINGTON, Mass., Oct. 11.—Associate Justice John Henry Hardy, of the Massachusetts Superior Court, died last night. He was stricken with pneumonia three days ago. Judge Hardy, who was born in Hollis, N. H., in 1847, served in the Civil War and was graduated from Dartmouth College in 1870. He was appointed to the Superior bench by Governor Wolcott in 1906.

**Buy Early**

Whether you buy here or elsewhere—buy your clothes early this season.

No merchant can "repeat" at the costs of his original orders, because woollens have gone up so much.

And if he ordered—as we did—long, long in advance—"repeats" will cost him (and you) a very great deal more.

Also—

It's a good year to be extra careful of Quality.

**Hart Schaffner & Marx Suits and Overcoats**

The easiest way to be sure your clothes are as good as those made by Hart Schaffner & Marx is to buy Hart Schaffner & Marx clothes.

Every day you save now means not only an extra day's service—but better values and wider selections than we can hope to offer later.

This is the last Friday this week.

Coming in today?

Suits, \$20 to \$50. Overcoats, \$20 to \$55.

**Wallach Bros.**

246-248 West 125th Street, cor. 29th

Open Evenings

ADVERTISEMENTS

**Reform Corsets**

Average Figure  
Attractive Pink Broche  
Empire effect, low bust  
long skirt—slightly curved waist.

Every Corset Fitted  
Reform Corset Shop  
510 Fifth Avenue  
(Just above 42nd Street)

**Venus 10¢ Pencil**

I F a better pencil could be made, we'd make it, but it can't! 1/2 dozen—50 softest to 511 hardest—and hard and medium copies.

American Lead Pencil Co.  
220 Fifth Ave., New York

**Horlick's Malted Milk**

Safe Milk For Infants & Invalids

A Nutritious Diet for All Ages. Keep Horlick's Always on Hand. Quick Lunch; Home or Office.

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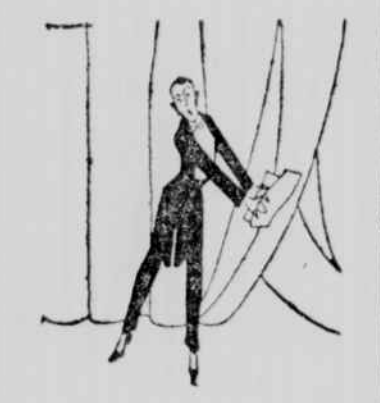
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Open Evenings



The song that touches the pocketbook—"Goodbye, My Tailor, Goodbye!"

Evening suits. Fabrics as fine as they come.

Tailoring, comparable only to the high priced tailors.

Price about half.

The fit you see before you obligate yourself one penny.

"Shire" collars are pure linen where the wear comes.

"Roxburghshire"—a favorite for evening wear.

Dress overcoats. Silk hats. White gloves. Patent leathers. Canes.

Army officers' uniforms.

Woolen undercoats (camel fleece), for wear under raincoats. "West pointer" shoes. Cordovan leggings.

Statistics figure that to reach the goal of \$1,000,000,000 (New York's quota of the 5d Liberty Bond issue) the committee must raise an average of \$200 from every adult man and woman in the city and district.

Subscriptions received at all four of our stores.

(Open All Day as Usual)

**ROGERS PEET COMPANY**

Broadway at 13th St. "The Four Corners"

Broadway at 34th St. Fifth Ave. at 41st St.

Broadway at Warren

Broadway at 41st St.

Broadway at 41st St.

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**—the Bronx International Exposition is here to stay—**

Read all about this big new Educational-Amusement idea in the splendid series of articles being featured by the Sunday Tribune

Planned as a permanent feature in the development of The Bronx, the Exposition will open next spring, commemorating the 300th Anniversary of the Settlement of The Bronx.

The Tribune's stories tell you all about the features of the Exposition. How it will be of benefit to The Bronx, what it is planned to accomplish, as well as an outline of the proposed programme.

The many amusement features, music, the mammoth outdoor organ, the big swimming pool (the largest of the kind in this country), and the arrangements to feed the visitors are all written about.

The series is illustrated from drawings of the buildings as they will look when completed, from photographs of the models on exhibition, and from views of the actual work in progress.

The first of the articles will appear in the Sunday Tribune for October 14th. Be sure you see it and the others which will run in the

**Sunday Tribune**